

39 of the Federal Aviation Regulations (14 CFR part 39) as follows:

PART 39—AIRWORTHINESS DIRECTIVES

1. The authority citation for part 39 continues to read as follows:

Authority: 49 USC 106(g), 40113, 44701.

§ 39.13 [Amended]

2. Section 39.13 is amended by adding a new airworthiness directive to read as follows:

Schweizer Aircraft Corporation and Hughes Helicopters, Inc.: Docket No. 96–SW–10–AD.

Applicability: Model 269A, 269A–1, 269B, and TH–55A series helicopters with main rotor blades, part number (P/N) 269A1190–1, serial numbers (S/N) S0001 through S0012 installed; and Model 269C and Model 269D series helicopters with main rotor blades, P/N 269A1185–1, S/N S222, S312, S313, S325 through S327, S339, S341, S343, S346, S347, S349 through S367, S369 through S377, S379 through S391, S393 through S395, S397, S399, S401 through S417, S419 through S424, S426 through S449, S451 through S507, S509 through S513, S516 through S527, S529 through S540, S542, S544 through S560, S562 through S584, S586 through S595, S597 through S611, S620 through S623, S625, S628, S633, S641 through S644, S646, S653, S658, S664, S665, and S667, installed, certificated in any category.

Note 1: This AD applies to each helicopter identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For helicopters that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must use the authority provided in paragraph (d) to request approval from the FAA. This approval may address either no action, if the current configuration eliminates the unsafe condition, or different actions necessary to address the unsafe condition described in this AD. Such a request should include an assessment of the effect of the changed configuration on the unsafe condition addressed by this AD. In no case does the presence of any modification, alteration, or repair remove any helicopter from the applicability of this AD.

Compliance: Required as indicated, unless accomplished previously.

To prevent loss of the abrasion strip from the main rotor blade and subsequent loss of control of the helicopter, accomplish the following:

(a) Within the next 50 hours time-in-service (TIS), or within 90 calendar days after the effective date of this AD, whichever is earlier, or prior to installing an affected replacement main rotor blade, and thereafter at intervals not to exceed 50 hours TIS from the date of the last inspection or replacement installation:

(1) Visually inspect the adhesive bead around the perimeter of each main rotor

blade abrasion strip for erosion, cracks, or blisters.

(2) Visually inspect the bond line between each abrasion strip and each main rotor blade skin for voids, separation, or lifting of the abrasion strip.

(3) Inspect each main rotor blade abrasion strip for debonding or hidden corrosion voids using a tap (ring) test as described in the applicable maintenance manual.

(b) If any deterioration of an abrasion strip adhesive bead is discovered, prior to further flight, restore the bead in accordance with the applicable maintenance manual.

(c) If abrasion strip debonding, separation, or a hidden corrosion void is found or suspected, prior to further flight, remove the blade with the defective abrasion strip and replace it with an airworthy blade.

(d) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, New York Aircraft Certification Office, FAA. Operators shall submit their requests through an FAA Principal Maintenance Inspector, who may concur or comment and then send it to the Manager, New York Aircraft Certification Office.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the New York Aircraft Certification Office.

(e) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the helicopter to a location where the requirements of this AD can be accomplished, provided the abrasion strip has not started to separate or debond from the main rotor blade.

Issued in Fort Worth, Texas, on October 22, 1996.

Eric Bries,

*Acting Manager, Rotorcraft Directorate,
Aircraft Certification Service.*

[FR Doc. 96–27755 Filed 10–29–96; 8:45 am]

BILLING CODE 4910–13–P

14 CFR Part 39

[Docket No. 96–CE–45–AD]

RIN 2120–AA64

Airworthiness Directives; Mitsubishi Heavy Industries, Ltd., MU–2B Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This document proposes to adopt a new airworthiness directive (AD) that would apply to certain Mitsubishi Heavy Industries, Ltd. (Mitsubishi) MU–2B series airplanes. The proposed action would require removing the vent check valve assembly from the bulkhead between the fuel

tanks. The proposed action results from an incident where both engines on an affected airplane failed during the end of a flight. The incident is attributed to the fuel filler caps on the top of the wings not sealing correctly. The actions specified by the proposed AD are intended to prevent the inability of both engines to utilize the entire fuel supply because of the outboard fuel not transferring to the center tank, which could result in an uncommanded engine shutdown.

DATES: Comments must be received on or before January 3, 1997.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Central Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 96–CE–45–AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106. Comments may be inspected at this location between 8 a.m. and 4 p.m., Monday through Friday, holidays excepted.

Service information that applies to the proposed AD may be obtained from Mitsubishi Heavy Industries, Ltd., Nagoya Aerospace Systems, 10, Oyecho, Minato-Ku, Nagoya, Japan. This information also may be examined at the Rules Docket at the address above.

FOR FURTHER INFORMATION CONTACT: Mr. Eric M. Smith, Aerospace Engineer, FAA, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard., Lakewood, California 90712; telephone (310) 627–5260; facsimile (310) 627–5210.

SUPPLEMENTARY INFORMATION:

Comments Invited

Interested persons are invited to participate in the making of the proposed rule by submitting such written data, views, or arguments as they may desire. Communications should identify the Rules Docket number and be submitted in triplicate to the address specified above. All communications received on or before the closing date for comments, specified above, will be considered before taking action on the proposed rule. The proposals contained in this notice may be changed in light of the comments received.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the proposed rule. All comments submitted will be available, both before and after the closing date for comments, in the Rules Docket for examination by interested persons. A report that summarizes each FAA-public contact concerned with the substance of this

proposal will be filed in the Rules Docket.

Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this notice must submit a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket No. 96-CE-45-AD." The postcard will be date stamped and returned to the commenter.

Availability of NPRMs

Any person may obtain a copy of this NPRM by submitting a request to the FAA, Central Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 96-CE-45-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

Discussion

The FAA has received a report of an incident where both engines on a Mitsubishi MU-2B series airplane failed during the end of a flight. The airplane landed in a field short of the runway. Investigation of the accident revealed fuel leakage from the fuel filler caps. This is attributed to the fuel filler caps not sealing properly. This condition, if not detected and corrected, could result in outboard fuel not transferring to the center tank, which would make this fuel unavailable to both engines.

Explanation of the Applicable Service Information

Mitsubishi MU-2 Service Bulletin (SB) No. 130A, dated July 19, 1971, specifies procedures for removing the vent check valve assembly from the bulkhead between the fuel tanks. When the vent check valve assembly is removed in accordance with this service bulletin, fuel will transfer to the center tank regardless of the condition of the fuel filler cap seal.

The FAA's Determination

After examining the circumstances and reviewing all available information related to the incidents described above, including the referenced service information, the FAA has determined that AD action should be taken to prevent the inability of both engines to utilize the entire fuel supply because of the outboard fuel not transferring to the center tank, which could result in an uncommanded engine shutdown.

Explanation of the Provisions of the Proposed AD

Since an unsafe condition has been identified that is likely to exist or develop in other Mitsubishi MU-2B series airplanes of the same type design, the proposed AD would require

removing the vent check valve assembly from the bulkhead between the fuel tanks. Accomplishment of the proposed action would be in accordance with Mitsubishi MU-2 SB No. 130A, dated July 19, 1971.

Compliance Time of the Proposed AD

The compliance time for the proposed AD is presented in calendar time instead of hours time-in-service. The fuel filler cap may not seal properly regardless of whether the airplane is in operation. For this reason, the FAA has determined that a calendar time for compliance is the most desirable for the proposed AD.

Cost Impact

The FAA estimates that 14 airplanes in the U.S. registry would be affected by the proposed AD, that it would take approximately 3 workhours (average: 4 workhours for 7 airplanes and 2 workhours for 7 airplanes) per airplane to accomplish the proposed action, and that the average labor rate is approximately \$60 an hour. Based on these figures, the total cost impact of the proposed AD on U.S. operators is estimated to be \$2,520.

The above figure is based on the assumption that no owner/operator of the affected airplanes has accomplished the proposed vent check valve assembly removal. The FAA is aware that 7 of the affected airplanes are already in compliance with the proposed action. With this information in mind, the cost impact upon U.S. operators/owners would be reduced by \$1,260 from \$2,520 to \$1,260.

Regulatory Impact

The regulations proposed herein would not have substantial direct effects on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government. Therefore, in accordance with Executive Order 12612, it is determined that this proposal would not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

For the reasons discussed above, I certify that this action (1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979); and (3) if promulgated, will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act. A copy of the draft regulatory evaluation prepared for this

action has been placed in the Rules Docket. A copy of it may be obtained by contacting the Rules Docket at the location provided under the caption **ADDRESSES**.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Safety.

The Proposed Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration proposes to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) as follows:

PART 39—AIRWORTHINESS DIRECTIVES

1. The authority citation for part 39 continues to read as follows:

Authority: 49 USC 106(g), 40113, 44701.

§ 39.13 [Amended]

2. Section 39.13 is amended by adding a new airworthiness directive (AD) to read as follows:

Mitsubishi Heavy Industries, Ltd.: Docket No. 96-CE-45-AD. Applicability: Models MU-2B, MU-2B-10, MU-2B-15, MU-2B-20, and MU-2B-30 airplanes (serial numbers 004 through 035, 037, 038, 101 through 230, 502 through 525, and 527 through 547), certificated in any category.

Note 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (c) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it. Compliance: Required within the next 60 calendar days after the effective date of this AD, unless already accomplished.

To prevent the inability of both engines to utilize the entire fuel supply because of the outboard fuel not transferring to the center tank, which could result in an uncommanded engine shutdown, accomplish the following:

(a) Remove the vent check valve assembly in accordance with the instructions in Mitsubishi MU-2 Service Bulletin No. 130A, dated July 19, 1971.

(b) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

(c) An alternative method of compliance or adjustment of the compliance time that provides an equivalent level of safety may be approved by the Manager, FAA, Los Angeles Aircraft Certification Office (ACO), 3960 Paramount Boulevard, Lakewood, California 90712. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Los Angeles ACO.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Los Angeles ACO.

(d) All persons affected by this directive may obtain copies of the document referred to herein upon request to Mitsubishi Heavy Industries, Ltd., Nagoya Aerospace Systems, 10, Oyecho, Minato-Ku, Nagoya, Japan; or may examine this document at the FAA, Central Region, Office of the Assistant Chief Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

Issued in Kansas City, Missouri, on October 22, 1996.

Michael Gallagher,

Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 96-27757 Filed 10-29-96; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF THE INTERIOR

Minerals Management Service

30 CFR Ch. II

Meeting on Federal Oil and Gas Royalty Simplification and Fairness Act of 1996

AGENCY: Minerals Management Service, Interior.

ACTION: Notice of meeting.

SUMMARY: The Minerals Management Service (MMS), Royalty Management Program, is analyzing the requirements of the Federal Oil and Gas Royalty Simplification and Fairness Act of 1996 and developing strategies to implement this Act. The purpose of this notice is to inform the public of MMS's intention to consult with affected parties about the changes to MMS processes required by this Act and describe the method MMS will use to obtain input from the public.

DATES: A public meeting will be held on Tuesday, November 19, 1996, from 1 p.m. until 5 p.m.

ADDRESSES: The meeting will be held in the Building 85 Auditorium on the Denver Federal Center. Mail comments to: David S. Guzy, Chief, Rules and Procedures Staff, Minerals Management Service, Royalty Management Program, P.O. Box 25165, MS 3101, Denver, Colorado, 80225-0165, courier delivery to Building 85, Denver Federal Center,

Denver, Colorado, or e-mail David-Guzy@smtp.mms.gov.

FOR FURTHER INFORMATION CONTACT: David S. Guzy, Rules and Procedures Staff, telephone (303) 231-3432, Fax (303) 231-3194, or e-mail David_Guzy@smtp.mms.gov. State and industry organizational representatives are listed below:

American Petroleum Institute

Richard McPike, Fina Oil, P.O. Box 2159, Dallas, Texas 75221, (214) 750-2820, Fax: (214) 750-2987

Backup: David Deal, 1220 L. Street N.W., Washington, DC 20005, (202) 682-8261, Fax: (202) 682-8033

Council of Petroleum Accounting Societies

Bill Stone, Exxon, P. O. Box 2024, Houston, Texas 77252-2024, (713) 680-7667, Fax: (713) 680-5280

Domestic Petroleum Council

David Blackmon, Meridian Oil, 801 Cherry, Suite 700, Fort Worth, Texas 76102, (817) 347-2354, Fax: (817) 347-2877

Independent Petroleum Association of America

Ben Dillon, 1101 16th St N.W., Washington, DC 20036, (202) 857-4722, Fax: (202) 857-4799

Independent Petroleum Association of Mountain States

Barbara Widick, 518 17th Street, Denver, Colorado 80202-4167, (303) 623-0987, Fax: (303) 893-0709

Mid-Continent Oil & Gas Association

Patty Patten, OXY USA, Inc., 110 W. 7th Street, Tulsa, Oklahoma 74137, (918) 561-3703, Fax: (918) 561-4364

Natural Gas Supply Association

George Butler, Chevron, P.O. Box 3725, Houston, Texas 77213-3725, (713) 754-7809, Fax: (713) 754-3366

Rocky Mountain Oil & Gas Association

Mary Stonecipher, Amoco Corporation, P.O. Box 591, Tulsa, Oklahoma 74102, (918) 581-4354, Fax: (918) 581-4526, Backup: Carla Wilson, 1775 Sherman Street, Suite 2501, Denver, Colorado 80203, (303) 860-0099, Fax: (303) 860-0310

Royalty Policy Committee

Don Hoffman, Department of Revenue, State of Montana, Mitchell Building, Room 330, Helena, Montana 59620, (406) 444-3587, Fax: (406) 444-2900

State and Tribal Royalty Audit Committee

Wanda Fleming, Montana Department of Revenue, P.O. Box 202701, Helena, Montana 59620-2701, (406) 444-3573, Fax: (406) 444-3696

Western Governors' Association

Paul Kruse, Assistant Director, Federal Land Policy, State of Wyoming, Herschler Building, 3 West, 121 West 25th Street, Cheyenne, Wyoming 82002-0600, (307) 777-7331, Fax: (307) 777-5400

Western States Land Commissioners Association

Maurice Lierz, New Mexico State Land Office, P.O. Box 1148, Santa Fe, New Mexico 87504-1148, (505) 827-5735, Fax: (505) 827-4262

or contact Mike Miller, MMS at (303) 231-3413 or via e-Mail at Mike_Miller@smtp.mms.gov.

SUPPLEMENTARY INFORMATION: President Clinton signed the Federal Oil and Gas Royalty Simplification and Fairness Act (RSFA) on August 13, 1996, to improve the management of royalties from Federal and Outer Continental Shelf oil and gas leases. This is the first major legislation affecting royalty management since the Federal Oil and Gas Royalty Management Act of 1982 (FOGRMA) was passed in January 1983. The key issues of RSFA implementation listed by near term and longer term focus are:

Near Term Focus

- Report and Pay/Credit Interest on Overpayments.
- Accept Interest Payments and Reporting from "Designees" on Underpayments.
- Issue Enforceable Demands (Orders to Pay) to Operating Rights Owners Related to Production Occurring After 8/31/96.
- Implement the Repeal of Section 10 of the Outer Continental Shelf Lands Act.
- Provide for Self Bonding for Appeals Relating to Underpayments of Production After 09/01/96.
- Implement Section 205 Amendments (State Delegations) in Consultation With States.
- Implement Reporting Requirements on Takes/Entitlement Basis.
- Implement Marginal Properties Exception to RSFA Entitlement Reporting Requirements.
- Provide Accounting, Reporting, and Auditing Relief for Marginal Properties.
- Process Written Refund Requests Within 120 Days of Receipt.